

APPENDIX 3.4-E

VIBRATION IMPACT RESULTS

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Each regional report includes an analysis of corridor alternatives with vibration potential impacts. A summary of the results of the corridors with the greatest potential impacts is shown in Table 3.4-E-1. A corresponding summary for the combination of corridor segments with least potential impacts is in Table 3.4-E-2. The length of segments with high potential vibration impact ratings is shown in Table 3.4-E-3.

Table 3.4-E-1
Potential Vibration Impacts of High-Speed Train (HST)
(Combination of Segments with Greatest Impact)

Region	People (A-11)	People (A-16)	Hospitals	Schools	Total Number of People
Bay Area to Merced	11,994	0	0	0	11,994
Sacramento to Bakersfield	4,842	277	5	2	5,119
Bakersfield to Los Angeles	317	22	0	0	339
Los Angeles to San Diego via Inland Empire	9,105	30	0	1	9,135
Totals via Inland	34,840	395	5	3	35,235

Table 3.4-E-2
Potential Vibration Impacts of HST
(Combination of Segments with Least Impact)

Region	People (A-11)	People (A-16)	Hospitals	Schools	Total Number of People
Bay Area to Merced	11,568	71	2	1	11,639
Sacramento to Bakersfield	1,855	22	0	1	1,877
Bakersfield to Los Angeles	278	0	0	0	278
Los Angeles to San Diego via Inland Empire	4,712	0	1	0	4,712
Totals via Inland	27,116	159	5	2	27,275

Table 3.4-E-3
Summary of HST Corridors Rated High Potential Vibration Impacts

Region	Corridor with Greatest Potential Impacts		Corridor with Least Potential Impacts	
	Mitigation Length (miles)	People	Mitigation Length (miles)	People
Bay Area to Merced	50	8,869	0	0
Sacramento to Bakersfield	0	0	0	0
Bakersfield to Los Angeles	0	0	0	0
Inland Empire	10	1,000	10	1,000
Totals via Inland	60	9,869	10	1,000